



November 2001

Annual Holiday Party

Kick-off the coming holiday season with an evening of good company and great food on Saturday, December 1, starting at 6:30PM at the Belle Haven Country Club for our Annual Holiday Party! The food and ambiance of the Belle Haven are always superb and the setting spectacular. The Belle Haven is always absolutely gorgeous for the holidays.

The music, hors d'oeuvres, dinner, and wine are subsidized by the section, making the cost to you only \$49.00 a person. As one of the two major social events of the year (along with the picnic), your Board of Directors agreed several years ago to help finance the Holiday Party to keep costs low and to encourage maximum member attendance. So join us of for an evening of holiday fun and great conversation.

Along with the social aspects of the party, the Member of the Year/Hank Sloane Award will be presented, as will the 2001 Autocross Series trophies and door prizes donated by our sponsors. Members who have not accepted their anniversary pins for five, ten, fifteen, etc. years of membership in 2001, will receive them at the party. This is the last event year to receive your pin if you are eligible, otherwise you will have to wait another five years.

Bring a Toy! • Send a Toy! • Send a Check!

Several years ago, the Greater Washington Section began a tradition of bringing unwrapped toys to the party for the Salvation Army to give to needy children in the Washington area. Last year our members were especially generous with a wide variety of wonderful toys. With so many now out of work because of the terrorist attack, there will be more indigent families than normal. We can promise you that your thoughtfulness will make some needy child a lot happier in this joyous season. No time to run to the store for toys? We'll gladly accept your check made payable to the Salvation Army. We thank Claire Luke for once again making sure that the toys get delivered.

The registration form and your checks for the Holiday Party and/or the Salvation Army should be sent to Bill Hopper. See the centerfold. You will not receive a dinner confirmation or event tickets in advance of the party.

Cocktails at 6:30PM

Dinner at 8:00PM

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M-B Sport Bike Raffle!

In our continuing efforts to raise funds for our charities - The Hospital For Sick Children and Children's Hospital - the section will raffle a new Mercedes-Benz Sport Cruiser bike. The bike retails for \$1795. It is two-tone - with burgundy fenders and a titanium bronze frame.

It is handmade in the U.S.A. of lightweight aluminum tubing. It has a 7-speed internal gearing drivetrain, a front disc braking system, and a rear Shimano internal roller brake. The shock system is state of the art. The bike has a 1950s "retro look" to it (like your old Schwinn) but is a thoroughly new design.

There's a picture of the bike below but to get a better look go to the [MBUSA web site](#). Once in the accessory catalog, select "Bike" under leisure. Then click on "Bikes."

The tickets are \$10 each or three for \$25. Contact or send a check payable to "GWS-MBCA" to any officer or board member to get your tickets now. There are a maximum of 1000 tickets to be sold. The drawing will be at the Annual Holiday Party and you need not be present to win.

The net proceeds will be divided between the two hospitals. Over the last ten or so years we have donated more than \$10,000 to our charities.

Membership Pins Last Chance For 2001!

The Annual Holiday Party will present the year's second opportunity for members to receive their longevity pins. If you still feel confused about how to receive a pin after reading the rest of this article, please email me or send me a note.

We award pins for 5, 10, 15, etc. years of membership in the club. For example, if you joined the club in 1996, you are eligible for a five-year pin this year. However, and this is a big however, you must be present when the pins are awarded. The ceremony takes place just three times each year: at the Annual Picnic; at the Annual Membership Meeting; and, finally, at the Annual Holiday Party.

Invariably, several eligible members attend one or all of the above events but leave before the pins are awarded. We do not mail pins, you need to be present! If, for some reason, you must leave before the event is over, please see me or my wife, Deborah, so we may give you your pin. This year we hope to award pins to an unusually large number of members who have been with the club for a very long time.

The following are eligible for pins this year:

| | |
|-----------------|--|
| 45 year member | Frank Mallory |
| 30 year member | Dr. S.W. Brown |
| 25 year members | Dr Charles Emely Paul Pon Nancy Reichehblach |
| 20 year members | 13 |
| 15 year members | 41 |
| 10 year members | 55 |
| 5 year members | 155 |

If only half of the eligible members show up we'll have a heck of a party!

Please note that the date you joined is no longer on the newsletter label. Please check the label on The Star.

One final note. If you are not able to attend any of the above-mentioned get-togethers, you will need to wait another five years before you will be eligible for a pin.

This section offers many different events for almost every taste and fancy for our 1,700 or so members (as of this writing), so we hope you'll join us for one that interests you.

See for yourself what your officers, board members, and various chairpersons work so hard to offer you. And, always try to recruit a new member at any opportunity.

Klaus Hirtes

President's Message

Thoughts of a Car Guy

In response to the attacks on our country your officers and board members have voted to contribute a total of \$2,000 to the Fairfax and Arlington County Fire Departments. The \$1,000 gifts will be used to help purchase equipment or other items such as teddy bears for children who are injured or sick and have to ride in an ambulance. The Arlington Fire Department was the lead rescue agency at the Pentagon and the Fairfax County specialized rescue unit worked at the World Trade Center. Our final decision was made after deliberation and an informal vote of the GWS board.



Our annual Vehicle Prep Center (VPC) tour on Saturday, October 6, was a resounding success. The new manager, Rick Schubert, opened all the doors and gave the best tour yet. We got to see, sit in, and feel all the popular models including the hot CL600s and S55s. The VPC is the "factory" and is authorized to make any factory repair and bring a new vehicle back to new as a result of transit damage or mechanical malfunction. The Center has a complete body and mechanical shop.

Rick wants to do another event at the VPC perhaps early next year to demonstrate their dent and scratch removal and other fine finish tips. After the tour we all enjoyed a lunch of delicious sandwiches and salads.

Later on the same day, the section hosted a Regional Leadership meeting in Elkton, Maryland. The meeting was held at Schaefer's Canal House and was attended by our Regional Director, Rob Fini, along with Section presidents from Greater Washington, Keystone, and South Jersey. We discussed topics and made suggestions for some items to be presented to the National Board at their meeting in North Carolina in early November. One of the items is to finalize the dual membership policy and make it to happen.

Remember our Holiday party on Saturday night, December 1, at the Belle Haven Country Club in Alexandria. A cocktail hour precedes dinner and will give everyone a chance to catch up on recent goings on. The fine staff will prepare a choice of either prime rib or fresh rockfish.

During dinner, DJ extraordinary, Paul Kaplan will provide music and then crank it up to dancing mode. Also, remember to bring a toy and it will find it's way to the Salvation Army to brighten a needy child's holidays.

The club is planning some great events for next year. The success of last June's Drive and Dine to St. Michael's opened up the possibility of other similar trips. Our walking tour received many compliments and requests for more. We are listening and hope to have even more fun next year. See you in December,

Dick

Mr. and Mrs. ed Missing!

This story is being sent from somewhere south of the U.S. border. A few weeks ago, I was offered the opportunity to drive a new S55 AMG. After a week with this gorgeous machine, the zone office of MBUSA called to confirm pickup on the next day.

I asked for an extension. Denied. "Just one more day!" "Sorry, it's committed." I had to move quickly. We packed just a few necessary things... about 10 suitcases full. I cashed our bonds and closed the checking account. We were officially on the lam.

Let's start at the beginning. This black beauty with sumptuous charcoal leather was dropped at the house on a Wednesday morning. I feigned illness and skipped work. I spent 20 minutes skimming the manual. Mrs. ed and I drove 218 miles before noon.

I stayed up all night and watched "my" car as it sat, waiting for me, in the driveway. In between protective glances, I devoured both manuals. The owner's manual was nearly 250 pages. The navigation system guide was almost 400 pages! I put them both to memory.

The car weighs in at 4200 pounds. The weight is more than offset by 355 horsepower and 391 lb-ft of torque. The sprint to 60 takes a mere 5.7 seconds (a little slower with our 10 suitcases in the trunk and back seat).

The Touch Shift five-speed transmission is a dream. It allows seamless shifts up or down with each tap to make "performance" driving a reality even with the automatic. No need to look down... the current driving gear is indicated in the instrument cluster.

With only 2.8 turns, lock to lock, and rack-and-pinion steering the resulting handling is crisp and precise.

Braking is simply incredible! The big Brembo calipers, combined with cross drilled rotors, ABS, and Mercedes-Benz Brake Assist stop this very big car quickly and without drama. Quite the confidence builder.

The wheels are very attractive AMG Monoblocks - 18 x 8.5 in the front and 18 x 9.5 in the rear. Tires are 245/45 in the front and 275/40 in the rear. That's a lot of performance rubber on the road.

The car is nearly 17 feet long. However, the brilliant styling of this latest S-Class makes it look like a mid-size from nearly any angle. It just looks smaller than it really is.

The S55 has a coefficient of drag of only .27 - now, that's slippery! The AMG body panels (front air dam, side skirts, and rear apron) add to the sleek look.

There is only 1 less inch of legroom in the rear than there is in the front. Same goes for headroom, elbow room, and shoulder room. With 105 cubic feet of space in the cabin, no one should complain about being cramped - and certainly not Mrs. ed, the cat, or me on our trip "down south."

The Xenon head lamps are a revelation. The light pattern is perfect, and, for the first time, I felt I was not outrunning the headlights without also using auxiliary lights. Having owned a couple of European models, I appreciate the addition of the formerly Euro-only rear red fog light. The front halogen fogs are great - much like driving lights.

On the second day, there was a brief shower. I was getting ready to turn on the intermittent wipers when the infrared rain sensor automatically began working. I had to giggle that the car acted faster to the conditions than I did.

I also got a kick out of the rear power sunshade, the auto-dimming rearview mirror, the dual Xenon(!) front reading lamps, the rear vanity mirrors, and the front and rear armrests with retractable cupholders. Everything a boy (or girl) could want.

The S55 has 14-way power front seats with pneumatically adjustable lumbar support. The front seats are "Active Ventilated" and have 10 internal cooling fans plus a heating feature. Oh, there is a

massage "feature" in the seats.

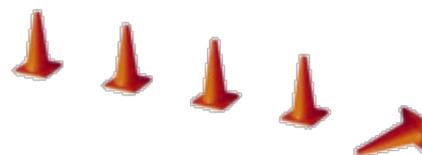
A 4-way sun sensor compensates for the effects of directional sunlight. A humidity- dewpoint sensor reduces window fogging during humid weather, and helps prevent overdrying of cooled air. Sensors in the seatbelts allow the climate control system to focus on occupied seats first.

Of course the S55 has the COMAND Cockpit Management system and a Bose sound system with 10 speakers and a trunk-mounted 6-disc CD changer.

Needless to say, I love this car. I mean I really love this car. So much so, that rather than turn it back to Mercedes-Benz (knowing that some klutz might be the next to drive it) I decided to give it a good home... elsewhere.

So, although I cannot tell you where the three of us are, I can assure you that it is covered, polished, and treated with the utmost care. The climate is warm (good timing, eh?). The breezes are balmy. Roscoe, our cat, misses his neighborhood friends... but he'll get over it.

We'll bring it back as soon as the statute of limitations runs out. I can't help wondering whether or not Mercedes-Benz will give me a 2008 model to "test" at that time. A supercharged 450 horsepower V8 will be just fine, thank you.



pylon alley by Joe Wozney

Autocrosses #7 and #8

The weather at Autocross 7 was cold and rain was threatening. We decided to run only in the morning. Then both old and new timing sets decided they didn't like the weather either. But! We muddled through.

Mason Beale, Larry Taylor, and Klaus Hirtes were unopposed but all had very respectable times. Mason even ran on street tires. Steve Walters absolutely flew in his 30-year old sedan and took Fastest Mercedes Time of Day.

Debbie continued her winning ways and eked out a win over John Robinson by exactly one tenth of a second! Al Angulo was another seven tenths back and he and John have made it a real race for second place for the year.

With the third place finish of Lief Graham, Bill Brochu looks like he's on his way to four titles in a row. Lief will need a first in the last event and hope that Bill falters a few places.

Branwell McClory got some autocross rubber on his new WRX and took an impressive second, indexing less than two tenths back from first. Marty Gallagher took yet another FTD but was indexed back to fourth place.

Other than Lief, the most improved driver of the year has to be Kyle Newman who drove his SVX to a strong fifth. (Following in his Dad's footsteps... certainly not Tom's... hehe.)

Angie Brochu beat out Dana Argiro who, in turn, had surprised Angie in event #5. Like Bill, Angie could make it four yearly titles in a row!

We were greeted with unexpected warm weather for November at the year's last autocross. It was a perfect day.

Jim Smith took the six cylinder class and Mason Beale who drove his "other" Benz. First year driver Dana David has improved all year long and is now a "real" threat. Dana is not yet nineteen years old!

While Rick and Cindi were racing their 16-Valve elsewhere, son Richard - new driving permit in

**AX #7
Results**

**AX #8
Results**

hand - drove his first autocross. With Matt Yip along as his instructor (!!!), Richard was impressive, finishing only two tenths back in the family's 190E 2.3 and only two and a half seconds off the Benz FTD. Great drive!

Steve took that FTD in his barge. If you haven't seen a very large Mercedes driven well, you have got to come see Steve run.

Speaking of barges... Klaus left his home and drove his Bimmer leaving the class and the win to Ted Joseph. Ted had one of his best times against the rest of the field.

Debbie wrapped up yet another win and another class trophy, having lost only one event in three years!

Jon Kintner took the win in the non-Benz class by nearly four tenths! Jon and his recently finished 'Stang were most impressive. With Lief missing, Bill Brochu wrapped up the series with a second place. Newlywed Ken Lober returned and took third. Mr. FTD, Marty Gallagher, was fourth and BMW driver Mac Henkel was fifth.

In the next issue we'll do a wrap up of the season and the 2001 series results. It's going to be another long winter.

High Gear

It's like standing on your head in the Sistine Chapel." That's what the Lancia aficionado said as he surveyed the field of assembled classics on the lawn at Quail Lodge.

At first I drew a blank, but then I got his meaning. When you enter the Pope's sanctuary at the Vatican you have to look up to see the artistry of Michelangelo... at the Concorso Italiano you have to look down to see the works of great Italian masters parked for your adoration. It is a deeply moving experience for all who make the pilgrimage.

It was that Pebble Beach weekend again. Friday at the Concorso Italiano, Saturday at the Laguna Seca Historic Races, Sunday at the Pebble Beach Concours, and Monday at the Blackhawk Museum.

Yes, I am a "Pebble Junkie." I have to come back every year to get my fix. Yup, I deeply inhale the Castrol tainted ether. I get such a high! I know I'm hooked. One year I couldn't go to California for the third weekend in August and I came down with the shakes. I never want to go through that again!

However, I know some sensible folks who flew out to Pebble three years in a row and then enrolled in a rehab program. They're all right now. Sure they still go to counseling, but they can never look at a pre-1968 automobile again... ever.

This year the two most important cars on the Monterey peninsula were both unrestored classics. At the Concorso Italiano there was a magnificent 1949 Cisitalia with that wonderful patina of sun-faded blue lacquer and finely creased leather upholstery. At Pebble Beach, a 1929 Mercedes Type S was displayed in the new Preservation Class, which is only open to unrestored vehicles. This great starship had brilliantly shining nickel-chrome brightwork but traces of oxidation on the cowl and fenders. There were places where the paint had worn off on the elegant hand beaten coachwork.

I'm a big fan of such cars. It's a joy to see the old cracked leather which once supported the well formed rump of a comely flapper in bygone days. I appreciate the opportunity to examine the undisturbed craftsmanship of the artisans who tacked sheets of aluminum unto joinery of seasoned ash so very long ago.

Despite all the fabulous restorations and rorestorations which we all admire, I can't help remembering the old adage... "A car is only original once!"

Now the Laguna Seca Historic Races are something else altogether. It is an indescribable thrill to see the legendary competition cars of the past contend with each other on the track once again. When

a Type 35 Bugatti goes wheel to wheel with a Grand Prix Delage and a blower Bentley it is a sight to behold. And the real candy store is in the paddock where you can watch the pit crews fine tuning an updraught carburetor, adjusting friction shock absorbers, or replacing a leather (sic) clutch.

This year, at the Laguna Seca drivers' breakfast I sat next to two Allard drivers. My ears pricked up when I heard them complaining about the secret weapon used by a Mercedes gullwing which was competing in their class. They claimed that the 300SL was spreading oil behind it so that following vehicles would have to either back off or spin out. "Balderdash!" I said... and so did Bob Sirna (MBCA member and gullwing ace) when I confronted him with the story in the pits later. Bob is from Michigan and a very pleasant and sportsmanlike individual. We were in the same run group together at Gemuetlichkeit at Waterford Hills earlier this year. We agreed that the "secret weapon" stuff was just sour grapes on the part of folks who simply couldn't keep up with the pace established by Bob's Sindelfingen chariot. Of course, when Bob's engine blew up during the next practice session... it did put a little different spin on the matter.

Well, that Pebble Beach weekend really is the ultimate trip. It's like "way out" and "awesome" all rolled into one sweet puff. If you are one of those who will try anything once... If you'll take a drag for a dare... I know where there's some real good stuff available not that far from home. Next summer, try the Pittsburgh Vintage Grand Prix, the Vintage sports car races at Virginia International Raceway or the Lime Rock Vintage Festival. But... I'm being up front with you... You may not be able to kick the habit.

John Kuhn Bleimaier

MB News

Fit for a Kid Program

DaimlerChrysler Corporation reinforced its commitment to safety by awarding 500 child safety seats to Hughes Spalding Children's Hospital of the Grady Health Systems in Atlanta. The gift was part of an ongoing minority safety initiative of the Corporation's Fit for a Kid program, a free car seat inspection service dedicated to keeping kids safe in child safety seats.



The initiative includes the distribution of education materials to low-income and minority families about the importance of child safety seats and their proper use. It also featured a child safety seat checkup event where parents and care givers had their children's safety seats inspected for proper fit and use.

Research shows that 96 percent of parents and care givers believe that they always correctly install and use child safety seats. However, studies show that only 20 percent of these seats are properly installed and used. Data also shows that motor vehicle crashes are the leading cause of death for children of all races. African-American children are three times more likely to die in a crash than white children. "These statistics are unacceptable and the sad truth is that many of these deaths could have been prevented," said DaimlerChrysler's Director of Safety Compliance Matt Reynolds. "The problem for many families goes beyond misuse. Many cannot afford child safety seats or are using secondhand seats that could be damaged or recalled. Language barriers and cultural factors also contribute to car seat misuse and nonuse."

Fit for a Kid offers free child safety seat inspections and educates families around the country about the importance of car seats and how to use them correctly.

The service is open to everyone, no matter what make or model vehicle they drive. Families can make an appointment for the 20 minute child safety seat check at participating DaimlerChrysler dealers by calling 1-877-Fit-4-A-Kid or visiting [Fit for a Kid](http://FitforaKid.com) on the Web.

Started in 2000, this safety initiative of Fit for a Kid is a partnership with flagship hospitals in many major U.S. cities to provide child safety seats through hospitals to families who cannot afford them. Last year, Fit for a Kid distributed more than 15,000 free child safety seats through urban hospitals. In addition to distributing safety seats, partnering hospital staff will help educate the families by distributing Fit for a Kid safety tip brochures and children's activity books in English and Spanish. Participating dealers will join the hospitals' efforts by offering safety seat inspections to everyone. DaimlerChrysler also is helping to defray the cost of storing the child safety seats through a monetary grant. "Hughes Spalding Children's Hospital has approximately 700 injury-related hospital admissions per year and many of those injuries are due to motor vehicle crashes. Our staff sees first hand the traumatic injuries caused when children are not correctly restrained in vehicles," said Phyllis Miller, administrative director.

DaimlerChrysler Corporation delivers the Fit for a Kid service with the support of the National Safety Council. Arthur, the leading children's television character, and Graco Children's Products, makers of Century and Graco child safety seats, are promotional partners in the service.

MB DriveBy InfoFueling

The Mercedes-Benz DriveBy InfoFueling re-search car made its debut at COMDEX Fall 2001 in Las Vegas, the premiere convention for the computer and electronics industry.

Developed by DaimlerChrysler Research and Technology North America, Inc. (DCRTNA) in Palo Alto, California, the DriveBy InfoFueling prototype is a Mercedes-Benz C320 sedan fitted with a special broadband telematics system that allows high volumes of wireless data to be transmitted efficiently in a few seconds.

DriveBy InfoFueling will rely on a short burst of data as the vehicle drives by a high-bandwidth transceiver along the roadside, instead of requiring a continuous cellular-type connection. By inexpensively transferring very high-volume data in and out of the car, the new DriveBy InfoFueling technology introduces a new "sometime, somewhere" paradigm that will complement the existing "anytime, anywhere" paradigm of cellular technology.

Such data could be digital video, music and even up-to-date maps incorporating real-time traffic reports. Conventional cellular systems will still be needed for voice communication and safety services such as automatic emergency notification - a key feature of the Mercedes-Benz Tele Aid system.

A number of startling examples demonstrate the real-world usefulness of "sometime, somewhere" DriveBy InfoFueling:

You hear a great new song on your satellite radio. Although you didn't catch the artist or song title, you push the "buy button" on your audio system, which initiates a secure online transaction, and a legal copy of the song is purchased and downloaded to the car at the next DriveBy InfoFueling station. From now on, you can listen to the song over and over again, just like you would with a CD.

In another scenario, you shoot a digital video of your five-year-old playing at the beach, and you transfer the video to the car. On the way home, you e-mail the video to Grandma, and it's transmitted to her as you pass the next DriveBy InfoFueling station. You can also use the system to upload digital photos and video to a server, freeing up your camera to take more pictures.

Next, imagine that you're driving in an unfamiliar city with the help of a good GPS navigation system that relies on maps stored on CDs. Wouldn't it be nice if your DriveBy InfoFueling system updated your maps to show new roads, highway construction, and detours, as well as up-to-the-minute traffic information with suggested alternate routes around traffic slowdowns?

When you synchronize your e-mails, calendar and address book with the car, your navigation system can take the destination for your next off-site meeting and give you directions. While you're

driving, the e-mail invitation, agenda and participants list are read to you through the use of text-to-speech technology.

The DriveBy InfoFueling system will use Dedicated Short Range Communications (DSRC), a system that involves a series of high-bandwidth wireless local area network transceivers at strategic locations along the road.

For future Intelligent Transportation System (ITS) services, DSRC has been designed for the high-speed transfer of information between vehicles and the infrastructure as well as between vehicles. To encourage development and implementation of driver information assistance services such as electronic toll collection and local traffic information, the FCC allocated the 5.9 GHz range for DSRC usage two years ago. Recently, the standards writing group decided to use 802.11a R/A for telematics applications in the reserved ITS band.

Mercedes-Benz is the first automotive manufacturer to showcase a DSRC prototype using 802.11a technology, supplied to DaimlerChrysler Research and Technology North America, Inc. by Atheros Communications, Inc.

The car can reliably transmit many megabytes of data at highway speeds during each drive-by. It is designed to be cost effective in transferring large amounts of data. The concept is scalable - adding new stations between existing ones would maintain system capacity, so that serving millions of cars is quite feasible.

While it's still in the research stage, DriveBy InfoFueling is likely to establish a new paradigm for "sometime, somewhere" wireless communication. While the advantages of existing cellular systems will remain significant, especially for safety and security applications, the cutting-edge benefits of DriveBy InfoFueling and other dedicated short range communication applications have the potential to offer great value and high performance for an entirely new range of services.

Another Record Month

Mercedes-Benz USA (MBUSA) reported its all-time best October on record with sales of 18,443 vehicles, up 0.3 percent from October 2000 sales of 18,381. Year-to-date sales of 168,548 are virtually equal to the 169,133 vehicles sold during the record-setting pace established in the first ten months last year.

Sales for the month of October were led by the all-new C-Class, which recorded 5,391 units, up 56.6 percent from the 3,443 sold in October of 2000. Right behind the C-Class, the M-Class sport utility recorded sales of 4,345 vehicles. CLK sales increased 82.3 percent to 1,956 units, compared to 1,073 for last October, while the SLK roadster models registered 796 unit sales.

The top-of-the-line CL-Class coupe recorded 298 units, an increase of 68.4 percent over October 2000 (177).

Sales of S-Class sedans were virtually equal to last year with sales of 2,425, while the renowned SL coupe/roadsters finished the month at 172.

On a year-to-date basis, sales are led by the C-Class at 40,665, followed by M-Class sales of 37,501; E-Class sales of 37,013; S-Class at 21,607; CLK sales of 14,948; SLK sales of 9,998; SL sales of 3,845; and CL sales at 2,971 units.

Separately, through its Starmark certified pre-owned vehicle program, MBUSA recorded sales of 3,363 for the month, the third best month ever for Starmark sales, which is an increase of 38.7 percent compared to October 2000 sales of 2,424 vehicles. On a year-to-date basis, Starmark sales increased 24.5 percent to a total of 31,261 versus 25,101 in October 2000.

TradingPost

220Seb Cabriolet, 1961: Cream/tan leather/black soft top. Euro model. New motor and 4-speed manual. Garaged. Very good condition throughout. Photos on request. \$28,000 or reasonable offer. Call Fran at 410-963-3058.

250C, 1971: Blue/white/blue interior. Entire car is in good condition. Power windows. Tight engine. 190k miles. Needs good home and TLC. C-all Bob at 410-276-7316.

300D, 1976: White/red. 5-cyl. Diesel. 4-spd auto. Beautiful car, excellent condition. Bought new. Always garaged or covered. Only 110k miles. No rust or zingers. Stereo radio. Good Pirellis. Car cover incl. \$6000. Call Bill at 301-424-3655.

450SLC, 1978: Astral silver/red. 175k miles. Well maintained. Need garage space. New stainless exhaust, rebuilt suspension. 1989 body restoration. Good interior. Engine runs great. \$11,000 obo. Call Robert at 410-494-9449.

500SEC, 1985: Black/gray leather/gray pinstripe. 120k miles. Great shape. Euro and US headlights. New A/C. CD/amplifiers/new speakers. Burl shifter. Hard to find. \$13,500. Call Allen at 301-984-3478.

400SE, 1992: Midnight blue/Java leather. 93k miles. Incl. Starmark warranty to 100k at \$0 deductible. Loaded. Records. Garage kept. Mobil1. \$19,750. Call John at 571-633-0780.

400E, 1992: Silver/blue leather. 133k miles. Well maintained. New tires, front brakes, catalytic converter, steering box. Very smooth, strong engine. \$15,500. Call Joe at 703-689-4048.

Hardtop Holder: For SL models. Aluminum with wheels. Includes dust cover. Unused. \$50. Call George at 301-365-3599.

Wheels: Four 15x7 factory wheels off a 1987 190E16V Mercedes. Three of the wheels have tires mounted. One of tires is new. \$150 for all. Call Larry Wimmer at 434.525.6101 (Lynchburg). Wanted: Shop manual for 1992 400E. Call Joe at 703-689-4048.

Free: To a good home. MB cassette stereo radio (model #CM2191) from a 1992 190E. Call Joe at 703-689-4048.

Sleigh, manufacture date unknown but very old: Red/black leather. Only used once a year. Perfect condition. Bought a new G-Wagen. Need garage space and something must go. No motor. Nine reindeer optional. Make reasonable offer. Write Kris at North Pole.

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